

Final Project Assessment

CAMPBELL AVENUE REVITALIZATION

Grant Road to Fort Lowell Road
Tucson, Arizona

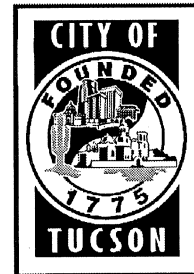
Transportation Enhancement Project

TRACS No. 0000 PM TUC SS632 01C
Project No. STP-TUC-0(205)A

Project Sponsor:



EXPIRES 9-30-11
Sherry A. Martin



City of Tucson

Prepared By:



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JANUARY 2011

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1.0 INTRODUCTION

Project No.: STP-TUC-0(205)A
TRACS No.: 0000 PM TUC SS632 01C
TIP ID No.: 32.06
Project: Campbell Avenue Enhancements, Grant Road to Fort Lowell Road
ADOT District: Tucson
ADOT Contact: Natalie Clark
Local Contact: Jennifer Donofrio (520) 837-6721
Jennifer.Donofrio@tucsonaz.gov

This project assessment document has been prepared to present pertinent information related to the Campbell Avenue Enhancement project located in the City of Tucson, Pima County, Arizona. This project provides pedestrian amenities and landscaping on both sides of Campbell Avenue from Grant Road to Fort Lowell Road, a distance of about one mile. No new right-of-way will be required for this project.

This project is included in the 2009-2013 Pima Association of Governments Transportation Improvement Plan (TIP) as TIP #32.06. It will be designed by a consultant under the City's competitively awarded on-call design contract.

Funding for this project will be provided through a combination of Federal Earmark Funds, Regional Transportation Authority (RTA) local match funds, and Transportation Enhancement (TE) Funds.

The estimated project costs are shown below:

Project Phase	Totals	Federal Earmark Funds 100% Cost Share	Federal TE Funds 94.3% Cost Share	City Funds TE Local Match 5.7% Cost Share	Local Funds 100%
Design	\$252,565	\$252,565			
Environmental Compliance	\$22,560				\$22,560
Total Design	\$275,125				
Total Construction Costs	\$682,331	\$239,399	\$417,685	\$25,247	
Total Project Costs	\$957,456	\$491,964	\$417,685	\$25,247	\$22,560

The City was awarded \$417,685 in Transportation Enhancement funds in 2005 for the construction of this project. A \$491,964 Federal earmark will fund the design and a portion of the construction. The City of Tucson will provide matching construction funds of \$25,247 for the TE element of this project and will also provide the additional \$22,560 through RTA funds for environmental clearance tasks, the ADOT processing fee, and all other items needed to complete this project.

Project development began in November 2006. Scoping and environmental documents are expected to be completed around December 2010. The preliminary project schedule anticipates that 75% plans will be done by December 2010, and final plans will be completed in August 2011. Construction is anticipated to take 6 months. The City of Tucson will perform construction administration and has certification acceptance. A detailed project schedule is included in Section 10.0.

2.0 BACKGROUND DATA

2.1 Purpose and Justification

Campbell Avenue is classified as an Urban Principal Arterial roadway in the City's Major Streets and Routes Plan. Within the project limits Campbell Avenue is a five-lane roadway with two travel lanes in each direction, a 10-foot center continuous left turn lane and 5-foot bike lanes in each direction. The travel lanes vary in width from 10 feet at the south end of the project to 12 feet throughout the north half of the project. The overall roadway width varies between 60 to 68 feet. The project length is approximately one mile.

The Campbell Avenue business corridor lacks continuity and is comprised of several blocks of unrelated retail and service-oriented entities. As Campbell Avenue has aged, businesses have come and gone leaving an amalgam of storefronts, all with their own unique character and signage. Lack of guidance for business developers has led to uncontrolled access into the many parking areas lining the corridor. In the worst cases, side-by-side curb cuts are needed to provide access into cramped, often badly placed parking lots. Because space is at such a premium, many businesses have foregone sidewalks in order to maximize their parking. In areas where sidewalks do exist, there are frequently gaps in the sidewalk or cracked and damaged pavement that does not provide a smooth traversable surface. Lack of a unifying plan and poor maintenance in some areas has left large portions of the corridor inaccessible to the disabled.

Public right-of-way in this area of Campbell Avenue is likewise varied. Some blocks were originally platted with squared off corners, and at these locations the available right-of-way for sidewalks or pedestrian ramps is virtually nonexistent. Other blocks allow adequate right-of-way for sidewalks but are faced with uneven grades. Given the option of installing retaining walls and vehicle barriers or just sloping their parking lots to meet the road and optimize usage, most parcel owners chose the latter, less expensive option.

There are existing access ramps at all intersections within the project area but not all are connected to accessible sidewalks. In addition, some existing sidewalks are cracked, warped, or are separated by unpaved gaps. The corridor is a mix of old and new commercial buildings that have no unifying features. Some of the newer properties have been landscaped but most are devoid of any landscaping or aesthetic features.

There is only one signalized intersection in the middle of the project area. Two enhanced signalized pedestrian crosswalks have been added in recent years to aid pedestrians in crossing the busy five lane street. Four northbound and three southbound bus stops help to encourage alternate modes of transportation through the corridor.

In the project area, landscaping is limited to a few locations where it has been provided by adjacent property owners. The area lacks a cohesive character and identity. This stretch of Campbell Avenue offers a traditional "main street" environment having a variety of shops, restaurants, and other businesses within easy walking distance of the adjacent neighborhoods. Basic pedestrian facilities such as continuous sidewalks and access ramps are needed to maximize the potential of the corridor. Trees will enhance the appearance of the street and will provide shade for pedestrians. Intersection elements such as themed landscaping and short, decorative feature walls mounted with neighborhood logos or signs will create a unifying theme throughout the corridor and can help to create a feeling of neighborhood identity. Project improvements completed within the Campbell Avenue right-of-way could influence or motivate businesses in the area to incorporate these themes and begin to develop a neighborhood identity.

2.2 Original and Subsequent Construction Projects

This project was included under the Pima Association of Governments Regional Transportation Improvement Program (TIP) as 32.06. The TIP includes other similar projects that are shown in the table below:

TIP ID #	Project Name	Project Description	Status
37.06	Cambio Grande Street Revitalization	Provide streetscaping and pedestrian amenities	In late design
103.08	Five Points Transportation Enhancement Project	Fill in gaps in pedestrian network	Drafting Project Assessment Document
105.01	South 4 th Avenue Streetscape Enhancement	Install ADA access ramps, repair sidewalks	Construction
18.01	Stone Avenue Corridor: 6 th St. to Speedway	Streetscape, bike and pedestrian improvements	Complete

2.3 Project Area

This project is located on Campbell Avenue from Grant Road to Fort Lowell Road in the City of Tucson, Pima County, Arizona. The project area is a little over a mile south of the Rillito River and a mile north of the University of Arizona. This location falls between Sections 31 and 32 of Township 13 South, Range 14 East. The project length is approximately one mile. The right-of-way required by the project is owned by the City of Tucson. No new right-of-way will be acquired as a part of this project.

Campbell Avenue is classified as an Urban Principal Arterial roadway in the City's Streets and Routes Plan.

There are no bridges, box culverts or other drainage structures within the project limits. This project will not result in impacts on any major structures, underpasses, stormdrains, hydraulic conveyances, or canals. This project will not impact the surrounding watershed. This project will not impact any railroad crossings.

3.0 PROJECT SCOPE

3.1 Description

The purpose of this project is to improve Campbell Avenue into a more aesthetically pleasing corridor for pedestrians, bicyclists and motorists. Themed landscape elements installed with this project will unify this stretch of Campbell Avenue. Design elements include:

- Americans with Disabilities Act (ADA) accessible ramps at street corners.
- New concrete sidewalks and existing sidewalk repairs.
- Intersection enhancements including trees and decorative paving.
- Short decorative feature walls with neighborhood logos or signage.
- Enhanced pedestrian crossings with stamped asphalt or some other aesthetic delineating treatment across side streets at minor intersections.
- Street trees with water harvesting at the enhanced intersection corners.

This project will provide a sense of connectivity along this segment of Campbell Avenue by providing pedestrian access wherever possible and adding landscape and hardscape enhancements. The project replaces damaged concrete sidewalk panels and adds new sidewalk to provide as much continuous pedestrian access as possible along the length of the corridor. Landscaping elements applied in a thematic approach will provide a sense of continuity and cohesion throughout the corridor.

This project will be implemented in accordance with Pima County/City of Tucson Standard Specifications for Public Improvements, 2003 edition, which is consistent with ADOT standards.

Design criteria for this project are based on the standard requirements of the American Association for State Highway and Transportation Officials (AASHTO), the Federal Highway Administration (FHWA), the Arizona Department of Transportation (ADOT) and the City of Tucson and Pima County Standard Specifications and Details.

Key stakeholders will continue to be involved in the project development and will be invited to comment on the final design of the project. Prior to construction, a public meeting will be held to discuss the construction process. The City will bid the construction of the project, and administer the construction contract under the City's certification acceptance procedures. Upon completion, the Campbell businesses, surrounding neighborhoods and ADOT will be invited to the project dedication.

The City was awarded \$417,685 in Transportation Enhancement funds in 2005 for the construction of this project. A \$491,964 Federal earmark will fund the design and a portion of the construction. The City of Tucson will provide matching construction funds of \$25,247 for the TE element of this project and will also provide the additional funds through the RTA for environmental clearance tasks, the ADOT processing fee, and all other items needed to complete this project. The estimated preliminary construction cost

for the project is \$682,331 and design costs are \$275,125. The total project cost is \$957,456. See Section 9.0 for a detailed cost estimate.

After project completion, the source of funds for maintenance and operation for the entire design life of the project will be through the City of Tucson's operating budget.

Impacts to traffic are expected to be minimal for this project. Traffic control will be in accordance with the most current *Manual on Uniform Traffic Control Devices for Streets and Highways*, published by the US Department of Transportation, Federal Highway Administration. During construction, temporary traffic controls will be implemented which may include partial lane closures; however, access to businesses will be maintained. No detours will be required and no work will be performed during severe weather. No work will be performed from Thanksgiving week to January 1, per the City's Holiday Season Moratorium. Business owners will be notified at least one week prior to the commencement of construction. The project will not affect the cross section of any existing highway. The project will not affect any existing pavement section. This project will not affect any existing striping and pavement markings. This project will not affect any existing signs or traffic signals.

This project will not impact any existing drainage or irrigation facilities.

4.0 PROJECT DEVELOPMENT CONSIDERATIONS

4.1 Environmental Overview

Based on the project scope, the following environmental requirements have been evaluated as described.

4.1.1 Species Investigation – Animals & Plants

The project area is completely developed and is comprised of privately owned retail and service-oriented businesses surrounded by well established residential neighborhoods. No endangered, threatened, proposed and candidate species or designated critical habitat have been previously identified in the project area. No impacts to any native plants are anticipated and no existing protected native plants have been previously identified within the project limits. It is assumed that this project will qualify for an Urban Project Biological Evaluation. The City will submit this Urban Biological evaluation form during the environmental clearance process.

4.1.2 Wetlands & Riparian Areas

There are no wetlands or riparian areas in the project vicinity; therefore, there will be no impact to wetlands or riparian areas as a result of this project.

4.1.3 Floodplain Encroachment

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel Numbers 04019C1639K, dated February 8, 1999, approximately 900 feet south of Fort Lowell is located within Zone AE. As an enhancement project consisting of landscaping and sidewalks, this project will not substantially modify the topography in the project area and will not result in an increase in the base elevation. No impacts to floodplains are anticipated.

However, the City's Floodplain Manager will be given the opportunity to review and approve the project plans.

4.1.4 Section 401/404

There are no jurisdictional waters in the project area. Therefore, no Section 404 or Section 401 Water Quality Certification permits are required. Proposed construction activities will not involve the discharge of dredged or fill material into waters of the United States.

4.1.5 Section 4(f) Impacts

There is one Historic District located at the southeast end of the project limits: Catalina Vista Historic District encompasses the neighborhood east of Campbell Avenue and south of Grant Avenue. Jefferson Park, on the west side of Campbell Avenue and across from Catalina Vista, is eligible for Historic District status. Visual impacts to these areas will be evaluated during the environmental clearance process. There are no other known 4(f) properties in close proximity to this project.

4.1.6 Hazardous Materials

Concerns regarding the potential presence of lead in roadway paint (lane stripes and crosswalks) have been evaluated. In the 1992-93 fiscal year, the City of Tucson made the conversion from using lead based paint in traffic lines and crosswalks to water based paint. This conversion required the acquisition of a new striping truck which was designed for water based paint applications. Because of the different properties of lead based and water based paint, striping trucks must be specific to the type of paint being applied.

Road stripes, including crosswalks are repainted on average once per year, as they are subject to heavy wear due to traffic. In addition, street surfaces are subject to deterioration due to the elements and traffic use. It is standard practice to resurface the roadways every 7 years.

In the 15-16 years since the City switched to water-based, nonleaded paints, the road surfaces have been overlaid at least twice. Because of these roadway maintenance procedures, it is extremely unlikely that any leaded paint remains on the roadway surface.

Sidewalks which will be removed during construction are not structural and were not reinforced with asbestos. There are no known hazardous waste sites within the project area. However, a Preliminary Initial Site Assessment (PISA) will be completed for the project. This report will be submitted to ADOT during the environmental clearance process.

4.1.7 Socioeconomic Impacts

Adjacent property owners will be notified at least one week prior to the commencement of construction. Temporary impacts during construction are anticipated. These will be kept to a minimum and will involve short term sidewalk closures or temporary access restrictions to driveways. These are anticipated to be less than one day. Where there are multiple entrances to driveways at least one entrance will be accessible at all times. Signs will be provided to direct pedestrians around construction. Access to bus stops will be maintained at all

times. The Campbell Avenue Enhancement Project is intended to enhance the area and provide a more aesthetically pleasing roadway for pedestrians, bicyclists and motorists. Additional landscaping and enhanced pedestrian circulation will improve access to existing services and businesses. No residential or commercial displacements will be required. It is anticipated that the long term social and economic impacts that occur as a result of this project will be positive.

4.1.8 Cultural Resources Investigation

Catalina Vista Historic District is located at the southeast end of the project limits. Jefferson Park, which is located west of Catalina Vista, is not listed but is eligible for Historic District status. No known cultural resources have been previously identified within the project limits. However, a cultural resources survey will be undertaken by the City of Tucson to identify and document any cultural resources or historic properties which may occur within the project limits.

4.1.9 Scenic or Historic Route

Campbell Avenue is not designated as a scenic or historic route and no scenic or historic routes are located within the project area. No impact to any scenic or historic routes is anticipated as a result of this project.

4.1.10 Public Participation

This project was initiated and developed with the public through meetings, open houses and even a social mixer. Stakeholders, aided by local government, initiated the planning for this project in 2002. Public meetings were held to garner support for corridor improvements and Americans with Disabilities Act (ADA) upgrades. A Campbell Avenue Citizen Enhancement Committee made up of business and neighborhood representatives has held numerous meetings with the City since 2002.

In 2003, a study was done by the Drachman Institute, a research and public service unit of The College of Architecture and Landscape Architecture at The University of Arizona, to come up with recommendations for the corridor improvements. Assembling their study from the results of five public meetings, the Institute came up with a set of phased recommendations. The Transportation Enhancement funds for the current phase of this project were awarded in 2005 to address severe deficiencies in pedestrian facilities.

At a Public Open House in June 2007, participants were asked to rank their top four preferences for enhancements among nine categories that included sidewalks, pedestrian lighting, landscaping, street furniture, bicycle facilities, parking, pedestrian street crossings, traffic calming on side streets and gateway features. Flip charts were provided to allow participants to record any comments they had about the enhancement project and the concepts that were presented. The Campbell Avenue Business Partnership (CABP) sponsored a mixer in September 2007 where City staff collected additional feedback on the initial project ideas. At both events, participants were asked to rank their top four preferences for enhancements among nine categories.

Based on all of the feedback from the public at these meetings, the top four preferences for enhancement were determined:

- Sidewalk enhancements to provide continuous pedestrian access wherever possible along Campbell Avenue.
- Landscaping at intersection enhancements with plantings, feature walls and other decorative elements.
- Enhanced pedestrian street crossings with decorative paving, ramps and stamped asphalt crossings.
- Additional parking. This was investigated, but limited right-of-way prevented the concept of additional parking on side streets.

Property owners with parking lots and multiple driveways were approached with the offer to create a more pedestrian-friendly frontage with reduced driveway openings and redesigned parking layout, but none were amenable to changing their current parking configuration.

This project has had active citizen participation and the City expects ongoing citizen input to extend into the environmental clearance process. A summary document of public participation activities will be prepared during the environmental clearance process.

4.1.11 AZPDES Stormwater Permit

Because more than one acre will be disturbed, an Arizona Pollutant Discharge Elimination System permit and a Stormwater Pollution Prevention Plan will be required.

4.1.12 Sole Source Aquifer

The City of Tucson is located within a sole source aquifer and this project will be included in the annual letter to EPA listing federally funded projects where Tucson is the local sponsor.

4.1.13 Air Quality

Because this project will not add capacity or alter the existing roadway alignment, this project is believed to be exempt with no meaningful potential Mobile Source Air Toxic effects.

4.1.14 Noise

This project will not add to the vehicle capacity on Campbell Avenue. Proposed improvements are either for pedestrian traffic or aesthetic in nature. For these reasons, it is assumed that no noise analysis will be required.

Categorical Exclusion and Technical Report documents will be prepared by the City's consultant, reviewed by the City of Tucson and then submitted for review and approval by ADOT's Environmental Planning Group.

4.2 Construction and Contract Method

Upon completion of the design, the City will competitively bid and award the project to the lowest responsive bid. The City will administer the project and has certification acceptance.

4.3 Geotechnical and Drainage Requirements

This project will be installed within the City of Tucson right-of-way, and in areas with existing drainage improvements. Based on the scope of work, which involves only minimal ground disturbance, no geotechnical or drainage studies are warranted.

4.4 Critical Outside Agency Involvement

The City of Tucson will be affected by this project. Members of the public traveling and local businesses may experience minor impacts associated with the construction of this project. The City will coordinate construction activities with the City of Tucson Police Department, City of Tucson Fire Department and Sun Tran Transit Services to avoid any conflicts. This information is summarized in Section 11.0, Service Involvement Sheet.

4.5 Right-Of-Way Requirements

Project enhancements for this project will be located within the existing right-of-way. Temporary construction easements may be needed to implement the corner landscape designs and in other areas with limited right-of-way. No permanent right-of-way acquisition will be done as a part of this project.

4.6 Utility Relocation Requirements

The existing utilities within the project limits are listed in the table below:

Owner	Utility/Facility
Tucson Water	Potable Water
Cox Communication	Coax Cable TV, Fiber Optics
Pima County Wastewater Management	Sanitary Sewer
Qwest	Telephone, Fiber Optics
Southwest Gas	Natural Gas
Tucson Electric Power	Electric, Street Lighting
Time-Warner Telecommunications	Fiber Optics

Improvements for this project have been designed to avoid or minimize utility conflicts. Sidewalk and short decorative feature wall layouts will avoid existing utilities wherever possible, although limited right-of-way in a few areas will require raising some water meter boxes to match the new sidewalk grade. The placement of any plants will be coordinated to avoid underground utility lines or above ground poles and wires to avoid utility impacts. Water harvesting elements will be incorporated into the landscaping so no new point of service and no irrigation will be required. A 2-year landscape establishment period will be implemented once construction is complete.

Water valve or meter box adjustments are considered minor utility relocations and under state law, utilities in the public right-of-way are required to relocate at their expense when requested by the City of Tucson due to a public improvement project. There are no known prior rights issues in the project area, however, the project will go through the City's utility coordination procedure as outlined in the City's Certification Acceptance Procedures Manual.

4.7 Seasonal Considerations

The arid climate of Tucson with moderate winters and very warm summers allows for nearly year round construction. Survey, mapping or field data collection can occur at

any time. Precipitation rarely exceeds one inch in any month except July, August and September when the monsoons, which consists of high intensity but short lived thunderstorms, may occur. Plantings can safely be done at any time of year, although it is best not to plan them during the hottest months of June through August. Planting should not have an adverse effect on the construction schedule.

City policy requires implementation of a Holiday Season Moratorium for all transportation related projects. This moratorium requires work stoppage from Thanksgiving week until January 1 to avoid disrupting traffic during seasonally expected traffic increases.

4.8 Traffic Requirements

Impacts to traffic are expected to be minimal. If needed, traffic control will be in accordance with the most current *Manual on Uniform Traffic Control Devices for Streets and Highways*, published by the US Department of Transportation, Federal Highway Administration including any revisions or additions, and/or associated provisions in the project plans, as determined by the City of Tucson during the administration of the project. Adjacent property owners will be notified at least one week prior to the commencement of construction.

4.9 Design Criteria

The project will be implemented in accordance with Pima County/City of Tucson Standard Specifications for Public Improvements, 2003 edition, which is consistent with Arizona Department of Transportation standards. No AASHTO design exceptions apply to this project.

5.0 OTHER REQUIREMENTS

The federal funding sources consist of a federal earmark and a Transportation Enhancement Grant, and therefore a Categorical Exclusion is required. Following design by the City's on-call design consultant, the estimated project schedule calls for the project to be competitively bid in August of 2011, with construction to begin in November 2011. It is anticipated that the project construction will be completed by May 2012. The estimated, detailed project development schedule is provided in Section 10.0. The City of Tucson will perform project management and has certification acceptance.

Over its lifespan this project has had active citizen participation and the City expects ongoing citizen input to extend into the scoping phase of the project. The Consultant will continue to provide support to the City in the preparation of meeting exhibits, handouts and providing information to the public for open houses, Campbell Citizen Enhancement Committee meetings and meeting with the public and City staff. This includes coordinating all mailing and public media notices.

The City has certification acceptance and will design and construct the project in accordance with these procedures.

6.0 ESTIMATED COST

Design costs will be funded by the City of Tucson and Regional Transportation Authority funding as well as a federal earmark. There are no utility relocation costs anticipated at this time.

This project has a total of \$1,000,000 of funding available through a combination of local and federal funds. A Transportation Enhancement (TE) grant which is provided through federal funding sources will contribute \$417,685 toward the construction of pedestrian and landscaping items. Matching funds of \$25,247 will help fund the construction phase. These amounts may be eligible for ARRA funding. A \$491,964 Federal earmark and local City of Tucson funds will make up the remainder and pay for other miscellaneous project expenses.

The estimated project costs are shown below:

Project Phase	Totals	Federal Earmark Funds 100% Cost Share	Federal TE Funds 94.3% Cost Share	City Funds TE Local Match 5.7% Cost Share	Local Funds 100%
Design	\$252,565	\$252,565			
Environmental Compliance	\$22,560				\$22,560
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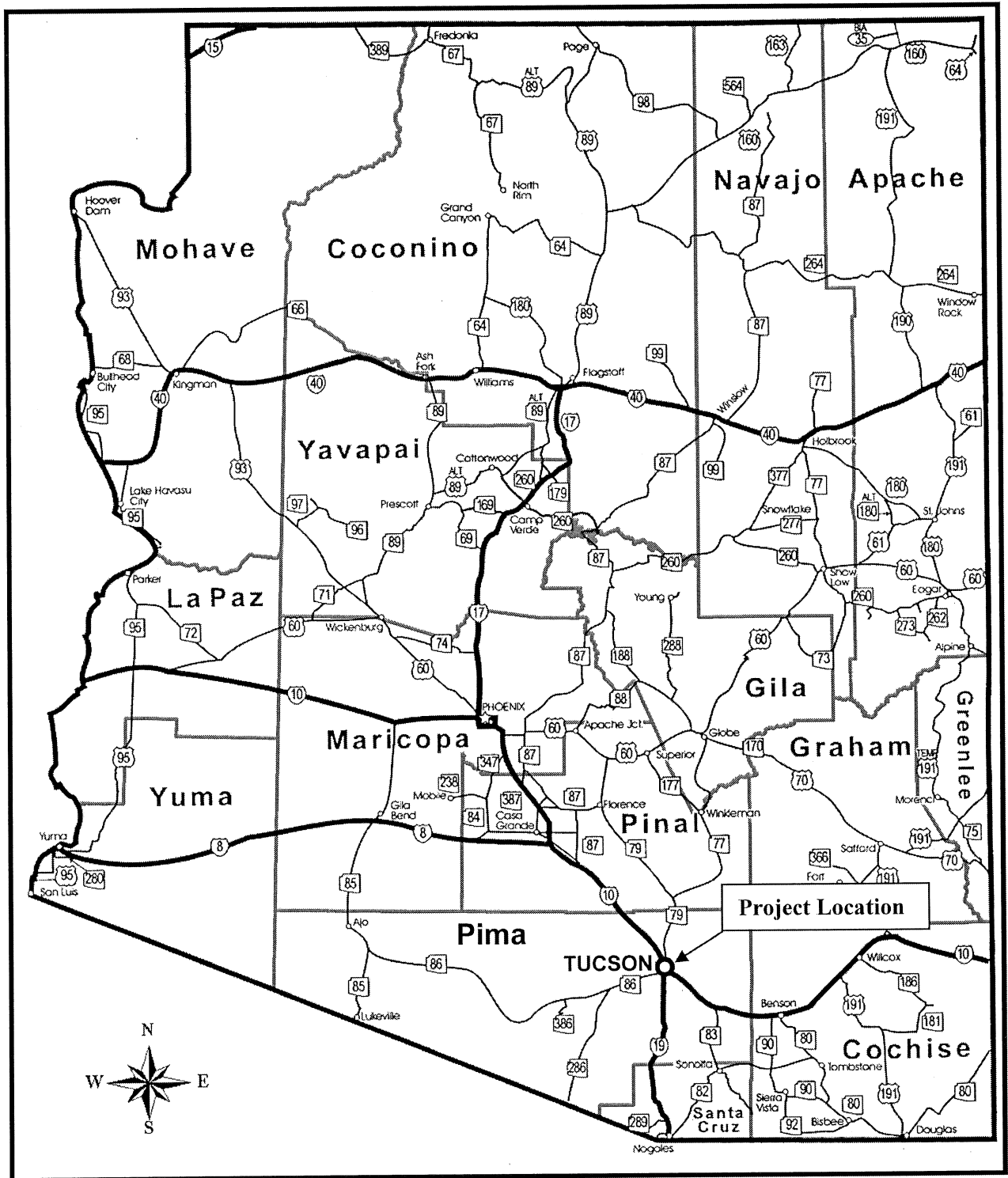
6.1 Itemized Estimate

ADOT PROJECT NUMBER: STP-TUC-0(205)A

ADOT TRACS NUMBER: 0000 PM TUC SS632 01C

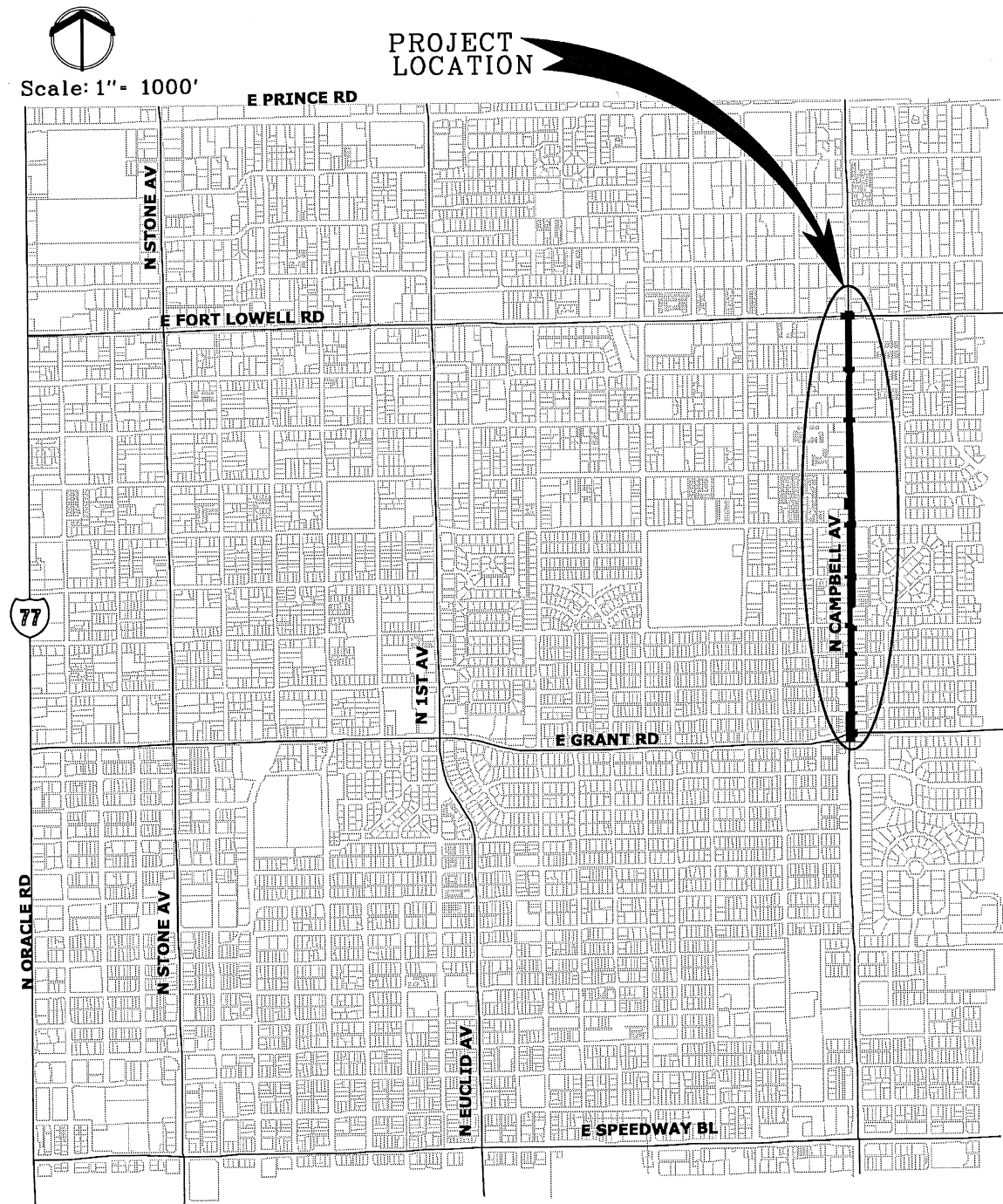
Item No.	Item Description	Unit	Est. Qty	Unit Price	Total
2010001	Clearing and Grubbing	L.SUM	1	\$ 3,000.00	3,000.00
2020001	Removal of Obstructions	L.SUM	1	\$ 5,000.00	5,000.00
2020007	Concrete Grinding (or replace for vert.separation)	L.SUM	1	\$ 3,000.00	3,000.00
2020021	Removal of Concrete Curb	L.FT.	1,316	\$ 5.50	7,238.00
2020025	Removal of Conc. Sidewalks, Driveways, and Slabs	L.SUM	1	\$ 5,000.00	5,000.00
2020029	Removal of Asphaltic Concrete Pavement	SQ.YD.	990	\$ 4.25	4,455.00
2020201	Sawcutting	L.SUM	1	\$ 9,000.00	9,000.00
2030901	Borrow (24 CU.YDS Allowance)	L.SUM	1	\$ 750.00	750.00
3030101	Aggregate Base Course	CU.YD.	100	\$ 23.00	2,300.00
4060017	Asphaltic Concrete, Mix No. 2	TON	445	\$ 65.00	28,925.00
6070060	Foundation For Sign Post (Concrete)	EACH	42	\$ 125.00	5,250.00
7010006	Furnish And Install Temporary Traffic Control Devices	L.SUM	1	\$ 15,000.00	15,000.00
8030103	Decomposed Granite	TON	35	\$ 65.00	2,275.00
8060000	Lands. Establishment 2 yr. w/ 90 day Maint. Period	L.SUM	1	\$ 15,000.00	15,000.00
8061012	Tree (72" Box)	EA	25	\$ 3,000.00	75,000.00
9080012	Concrete Curb Transition (SD 210)	L.FT.	658	\$ 22.00	14,476.00
9080040	Concrete Vertical Curb (SD 209)	L.FT.	266	\$ 22.00	5,852.00
9080201	Concrete Sidewalk (SD 200)	SQ.FT.	6,493	\$ 6.00	38,958.00
	Stamped Asphalt & Acrylic Color Coating	SQ.YD.	538	\$ 36.00	19,368.00
9080402	Concrete Header (SD 213)	L.FT.	180	\$ 18.00	3,240.00
9090011	Truncated Dome Delineator Pads - 63	SQ.FT.	734	\$ 28.50	20,919.00
9130001	Rock Mulch - D ₅₀ 8"	TON	35	\$ 75.00	2,625.00
9130401	4' Soil Cement Base	SQ.FT.	4,148	\$ 4.50	18,666.00
9140401	5' Cast Iron Tree Grate, Rim & Conc. Collar	EA.	25	\$ 2,800.00	70,000.00
9159007	Sanded Finish Monolithic Concrete Walls	L.FT.	557	\$ 125.00	69,625.00
9200451	Concrete Header over 6"x12" Reinf. Concrete Bed	L.FT.	1,075	\$ 28.00	30,100.00
9240101	Pre-cast Concrete Feature Element	EA.	32	\$ 850.00	27,200.00
9270011	Neighborhood Signage	EA	4	\$ 2,005.00	8,020.00
9320050	Pre-cast Concrete Unit Pavers	SQ.FT.	3,648	\$ 16.00	58,368.00
Total Bid Items					568,610.00
	Construction Contingencies - 5%	COST	0.05		28,430.00
	Construction Administration – 15%	COST	0.15		85,291.00
		CONSTRUCTION TOTAL=			682,331.00

7.0 STATE MAP



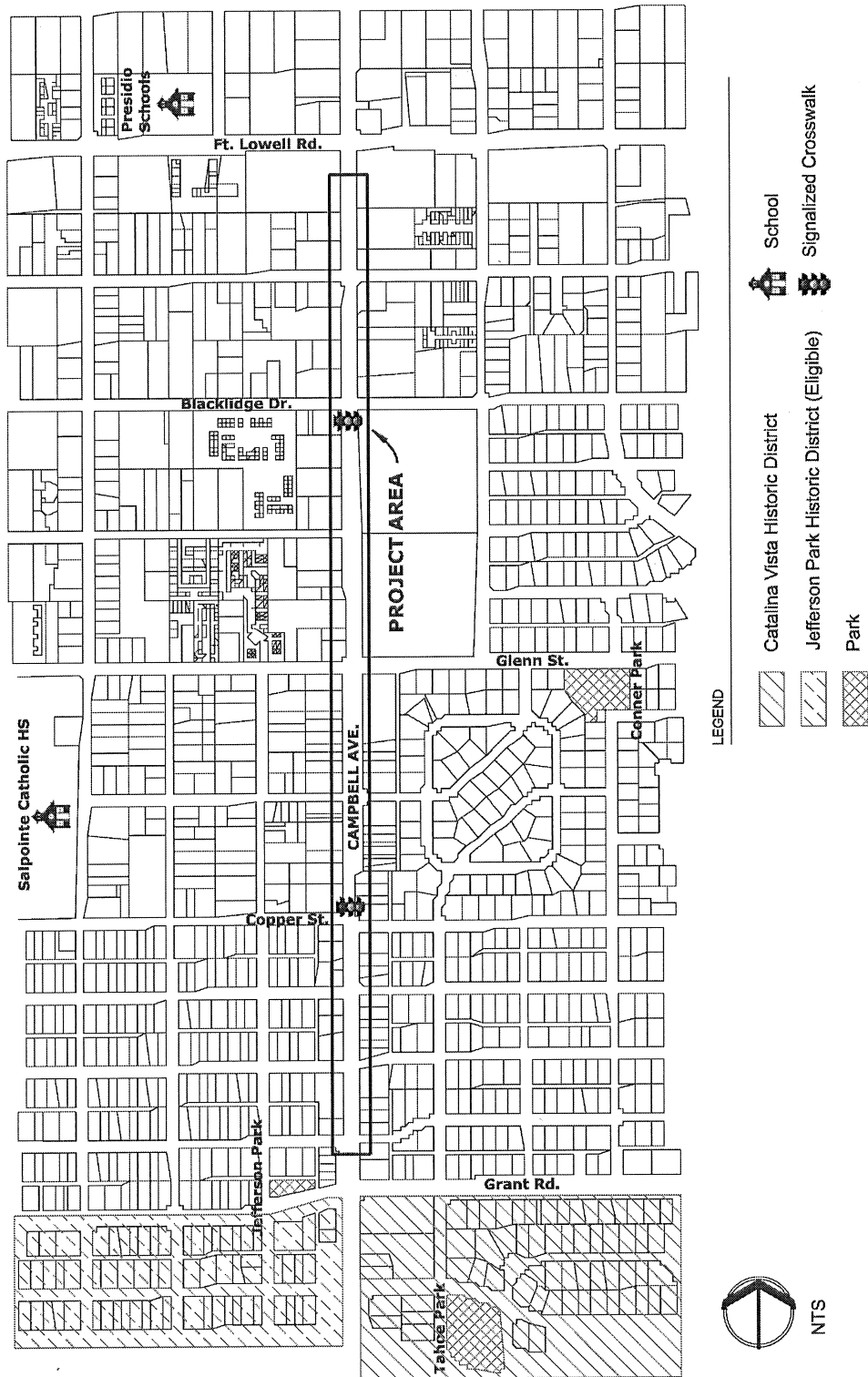
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TRACS NO. 0000 PM TUC SS632 01C

8.0. VICINITY MAP



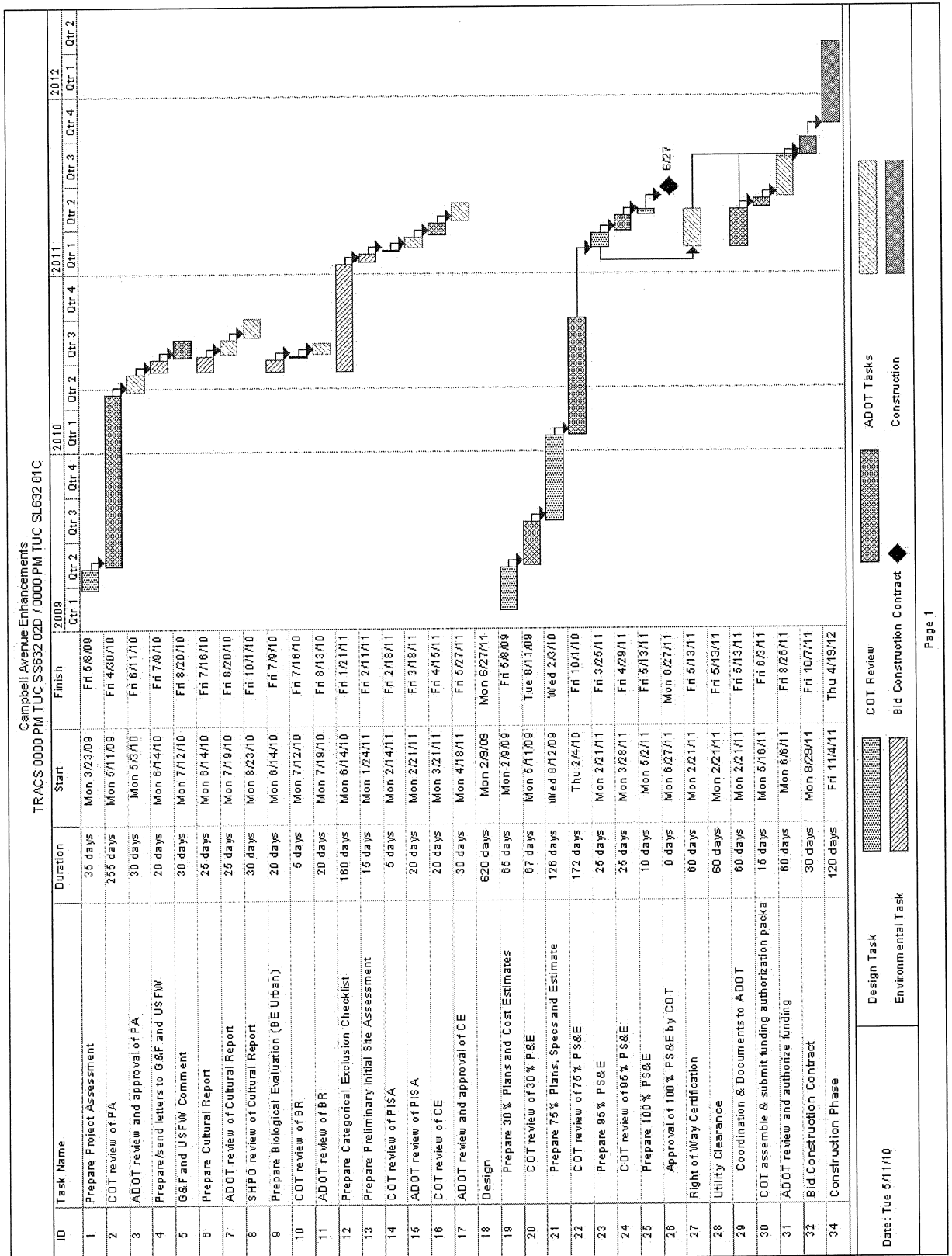
CAMPBELL AVENUE ENHANCEMENTS
PROJECT NO. STP-TUC-0(205)A
TRACS NO. 0000 PM TUC SS632 01C

9.0 LOCATION MAP



CAMPBELL AVENUE ENHANCEMENTS
PROJECT NO. STP-TUC-0(205)A
TRACS NO. 0000 PM TUC SS632 01C

10.0 PROJECT DEVELOPMENT SCHEDULE



11.0 SERVICE INVOLVEMENT SHEET

Project Number: STP-TUC-0(205)A
 TRACS Number: 0000 PM TUC SS632 01C
 TIP ID #: 32.06
Project Name: Campbell Avenue Enhancements
 Project Location: City of Tucson, Pima County, Arizona

CONTACTED	FIELD REVIEW	ORGANIZATION	INVOLVEMENT				COMMENTS (ISSUES THAT MAKE INVOLVEMENT SIGNIFICANT OR MINIMAL)
			SIGNIFICANT	MINIMUM	NONE	UNKNOWN	
X		ADOT Local Government Section		X			Project Management
		ADOT Tucson Maintenance District			X		
		ADOT Roadway Design		X			QC Review of Design Plans and Specifications
		ADOT Pavement Design			X		
		ADOT Bridge Design			X		
		ADOT Drainage Design			X		
		ADOT Transportation Planning			X		
		ADOT Traffic Design			X		
		ADOT Photogrammetry & Mapping			X		
		ADOT Engineering Survey			X		
		ADOT Geotechnical Services			X		
		ADOT Environmental & Enhancement Group		X			Process Environmental Clearance
		ADOT Roadside Development			X		
		ADOT Right-of-Way Group		X			Certification of ROW
		ADOT Utilities & Railroads		X			Utility Clearance
		ADOT Contracts & Specifications		X			Develop JPA, QC Review of Contract Documents and Specifications
		ADOT Procurement					
		ADOT FHWA		X			Cultural Consultation, Approval of Categorical Exclusion Document, Funding Authorization
		City of Tucson Department of Transportation	X				Project Management
		Pima Association of Governments		X			Administration of TIP

12.0 75% PLANS